



Bill Text for the 106th Congress

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S.2070

Child Passenger Protection Act of 2000 (Introduced in Senate)

S 2070 IS

106th CONGRESS

2d Session

S. 2070

To improve safety standards for child restraints in motor vehicles.

IN THE SENATE OF THE UNITED STATES

February 10, 2000

Mr. FITZGERALD (for himself and Mrs. LINCOLN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To improve safety standards for child restraints in motor vehicles.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the 'Child Passenger Protection Act of 2000'.

SEC. 2. FINDINGS.

Congress finds that--

- (1) each day, an average of 7 children are killed and 866 injured in motor vehicle crashes;
- (2) certain standards and testing procedures for child restraints in the United States are not as rigorous as those in some other countries;
- (3) although the Federal Government establishes safety standards for child restraints, the Federal Government--

- (A) permits companies that manufacture child restraints to conduct their own tests for compliance with the safety standards and interpret the results of those tests, but does not require that the manufacturers make the results of the tests public;

- (B) has not updated test standards for child restraints--

- (i) to reflect the modern designs of motor vehicles in use as of the date of enactment of this Act;

- (ii) to take into account the effects of a side-impact crash, a rear-impact crash, or a rollover crash; and

- (iii) to require the use of anthropomorphic devices that accurately reflect the heights and masses of children at ages other than newborn, 9 months, 3 years, and 6 years; and

- (C) has not issued motor vehicle safety standards that adequately protect children up to the age of 12 who weigh more than 50 pounds; and

- (4) the Federal Government should update the test standards for child restraints to reduce the number of children killed or injured in automobile accidents in the United States.

SEC. 3. DEFINITIONS.

In this Act:

- (1) CHILD RESTRAINT- The term `child restraint' has the meaning given the term `child restraint system' in section 571.213 of title 49, Code of Federal Regulations (as in effect on the date of enactment of this Act).

- (2) SECRETARY- The term `Secretary' means the Secretary of Transportation.

SEC. 4. TESTING OF CHILD RESTRAINTS.

- (a) IN GENERAL- Not later than 2 years after the date of enactment of this Act, the Secretary shall update and improve crash test standards and conditions for child restraints.

- (b) ELEMENTS FOR CONSIDERATION- In carrying out subsection (a), the Secretary shall consider--

- (1) whether to conduct more comprehensive and dynamic testing of child restraints than is typically conducted as of the date of enactment of this Act, including the use of test platforms designed--

(A) to simulate an array of accident conditions, such as side-impact crashes, rear-impact crashes, and rollover crashes; and

(B) to reflect the designs of passenger motor vehicles in use as of the date of enactment of this Act;

(2) whether to use an increased number of anthropomorphic devices in a greater variety of heights and masses; and

(3) whether to provide improved protection in motor vehicle accidents for children up to 59.2 inches tall who weigh more than 50 pounds.

(c) **REQUIRED ELEMENTS-** In carrying out subsection (a), the Secretary shall--

(1) require that manufacturers design child restraints to minimize head injuries during side-impact and rollover crashes, including requiring that child restraints have side-impact protection;

(2) include a child restraint in each vehicle crash-tested under the New Car Assessment Program of the Department of Transportation; and

(3) prescribe readily understandable text for any labels that are required to be placed on child restraints.

(d) **FUNDING-** For each fiscal year, of the funds made available to the Secretary for activities relating to safety, not less than \$750,000 shall be made available to carry out crash testing of child restraints.

SEC. 5. CHILD RESTRAINT SAFETY RATING PROGRAM.

Not later than 2 years after the date of enactment of this Act, the Secretary shall develop and implement a safety rating program for child restraints to provide practicable, readily understandable, and timely information to parents and caretakers for use in making informed decisions in the purchase of child restraints.

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